Det Bel Isle & Windsr Ferry Co 68

DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

VOL. X No. 40. CLEVELAND. O., OCTOBER 11 1888. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Globe Iron works company have leased Radcliffe's old shipyard adjoining their works and will extend their plant.

Captain O. F. Saunders has sold the schooner M. Forest to Anderson & Weeks for $1,500. Her Lloyd's valuation is $3 000.

Messrs. Upson & Walton are getting out the outfit for steamer No. 21 of the Globe Iron Works company, the fourth steamship of the Northern line.

Mr. Crassweller, assistant superintendent of the Wyandotte shipyard, was accompanied by his wife on a visit to friends in this city, and enjoyed a very pleasant time.

At the Cleveland Shipbuilding company's yard work is steadily progressing on the new Michigan Central ferryboat. She is receiving her second coat of paint outside. It is rather early yet to name the precise date of launch.

In being towed up the river last Thursday the barge A. Walton took a sheer and ran into the barge G. W. Wesley, laying at the pier. The Walton had a large hole stove in her bow and will require repairs before she goes to sea again.

The propeller Samuel Mather has completed a trip to Escanaba and return in four days and nineteen hours, although she spent eighteen hours in Escanaba. The sister ships of the Mather have also been making good time all summer.

Captain Richard Detlefs, an experienced navigator, will open a nautical academy here during the winter months for the purpose of teaching all the requirements of the profession on the chain of lakes. Further information will be furnished by Captain Driscoll, Main street bridge

The Brown hoisting and conveying machine company have just finished three more new hoisting machines to be used on the N. Y. P. & O. ore docks, and they have the scaffolding ready to fill the order for three others to be erected this fall. Upson, Walton & Co., ship chandlers, are supplying the Manilla hoisting falls to be used on the above machines.

Captain Rolph is in the city and reports the schooner Brenton in from Oak Harbor with oak timber. She had a peculiar mishap somewhat similar to a Mississippi river accident. While going up the river under full sail, with, as the captain said, a 40 knot breeze, she struck the sharp end of a submerged pile, it penetrating through bottom lining and deck, carrying a frame with it and causing considerable expense and loss of time.

Since our last issue the Cleveland Drydock company have had the propeller Oregon in for new wheel, butts calked and bottom searched up, had new bracket and stern bearings; propeller N. K. Fairbanks had bottom searched up, butts calked and repairs to stern bearings; the schooner Delaware had a 40 feet new oak keel piece, several new outside planks, some new deck planks, butts calked and searched up; the schooner Zack Chandler had bottom calked and part of keel box, and had some new deck planks put in; the Alta for calking butts and searching up; the schooner Ira Cobb docks today for calking, etc.

It is said the Detroit and Cleveland Steam Navigation Company propose to branch out into the Lake Michigan passenger traffic next year. Manager Carter has recently been in Chicago and secured the privilege of using the dock of the Lake Michigan and Lake Superior line, east of Rush street bridge, Chicago, and accepted plans for docks 400 by 200 feet, and a two-story office building of 100 feet fronting at St. Joseph, Mich., where a purchase of ten acres of land has been made. The side wheel steamer now known as the City of Detroit will be renamed the City of St. Joseph and put on the line. The cabin accomodations of the boat will be increased, and as the run from St. Joseph to Chicago can be made in three hours and a half, the route will be traversed twice each day. General Manager Carter, of the Detroit & Cleveland Steam Navigation Company, also gave it out when in Chicago, that if the venture of running a big steamer across the lake to St. Joseph proved profitable his company would build a hotel there, and fit it out as a summer resort for Chicagoans His company was well pleased with the success of its large summer hotel on Mackinaw Island, and was willing to pursue the same tactics here if there was a chance of getting returns on the money invested.

Meteorological summary for the week ending October 9, 1888:

Mean actual barometer	29.95
Mean temperature	48.1
Mean humidity	70.9
Total precipitation	.57
Prevailing direction of wind	N.W.
Total wind movement	1391
Av. cloudiness	7.7
Av. state of weather	Cloudy
Max. temperature, highest	61.4
Min temperature, lowest	40.6

W. H. HAMMON, Sergt Sig Corps, U. S. A.

DETROIT.

Special to the Marine Record.

Mr. John Craig, the shipbuilder, has returned from his European trip and reports the Clyde shipyards to be on a rush. He is in the best of health and his usual good spirits, having enjoyed himself as only a man of his disposition can. Mr. Craig considers our shipyards to be, in a measure, superior to many of those he visited while abroad.

The steamer Flora has been at Hodge's for a new expansion joint to her side pipe.

Samuel F. Hodge & Co. have put new crank pin brasses in the propeller George L. Colwell. They are also putting new piston rings in the tug Winslow; making a rudder for the tug Don M. Dickinson, and have the Sweepstakes cleaning out. This firm have also taken a contract for another triple for the Detroit Drydock company. The dimensions are 20, 32 and 54 by 42 inch stroke and it will be supplied with steam by two 12 by 11 Scotch boilers. Hodge's noted wheels are still actively sought after, they having orders for new wheels for the tug Wells and the propeller Passaic, and their notoriety does not end with the lakes as they are also making a wheel for each of the ocean tugs, Sea King and Storm King.

The schooner Daniel G. Fort is at John Oades & Son's shipyard receiving a new fore lower mast, the old spar was taken out and the new one stepped with sheer legs erected on the deck of the vessel by men from the rigging loft of J. C. Goss. The schooner Monguagon is also being overhauled, having repairs done to hatches and bulwarks, calking center board box and other minor repairs. The steam yacht Lilly is also in their dock for a new wheel.

The Michigan Central elevator A is still unable to load any vessels at the wharf, owing to the schutes being destroyed by fire, week last Sunday.

James Locke, master sailmaker and rigger, left here Wednesday morning with a gang of riggers and sailmakers for Bay City. Mr. Locke will get his force to work on the new business recently opened up at the yards of F. W. Wheeler.

Mr. James Quinn, the diver, left here with his outfit to work on the Mattawan ashore at Richmondville on Lake Huron.

It is reported in marine circles here that the schooner Itasco will probably change hands. Lorain parties figuring in the purchase.

Messrs. Parish Brothes & Peck, electricians of this city, furnished the propeller Gettysburg this spring with their electric appliances, on July 21st they placed two cells of the Woodward Electric company's storage battery on board and find them working in perfect order up to date.

The Eagle Iron works have taken the contract to furnish the Michigan Sulphite Fibre company, of Port Huron, shafting, pulleys and outfit for the new works they are now building.

We are pleased to note the near opening of Mr. Conklin's new sail loft in S. B. Grummond's block, foot of 1st street; the location is a most desirable one, and the principal of the new firm has the reputation of being a hustler.

Mr. Rentz, the energetic superintendent of the Drydock Sheet Metal works, is putting the copper piping into the new City of Detroit. The firm have also the contract for placing the copper piping in the new Michigan Central ferry boat now building at the yard of the Cleveland Shipbuilding company.

Thomas Thurston has several new yawl boats ready to order at his shop, and is doing considerable repair work.

J. C. Goss, sailmaker and rigger, has closed a contract with Holland & Pringle, of Marine City, for the outfit of the new three-masted steambarge they are now building. This will be a good lift to windward for a winter's job, and we trust that this fine, commodious loft will be kept busy right along.

S. B. Grummond's tugs Champion and Swain took the large, disabled propeller Susquehanna in tow at Alpena last Thursday morning at 7 o'clock, and landed her in good style at Chicago by 1 a. m. Sunday. A record like this would be difficult to break.

Mr. Wallace, draughtsman of the Cleveland Shipbuilding company, was in the city a few days this week. Mr. Wallace was accompanied by his wife.

The Frontier Iron works are busy at work fulfilling late orders, and it would seem that this extensive plant will be kept busily at work for sometime ahead.

The East End Boiler works are doing considerable repair work and have just finished a large circular tank for Mr. Walker.

I. T. Wing & Co. have recently opened a ship chandlery, mill, and engineer supply store at 19 Woodward avenue. They contemplate doing an extensive marine business and have laid in stock accordingly. Mr. W. G. Scott, formerly with J. P. Donaldson & Co. of this city, will attend to the vessel interests of this firm, and considering his wide acquaintance he will certainly obtain a large recognition from his many marine friends.

S. B. Grummond will station an extra tug at the Straits of Mackinac with a full outfit on board ready for any cases of emergency that may occur during the fall.

At the Detroit drydock the schooner Chester B. Jones is in for repairs. She will have two new pieces of garboard strake, one on each side, about 18 feet in length, a new fore foot, and several pieces of outside planking, the seams and butts in her bottom will also be calked. The ferryboat Ariel for repairs to stem bearings, connecting limber chains, and other minor repairs.

At the West End drydock the schooner Manitowoc will have temporary repairs made to enable her to reach Buffalo, when a final survey will be held and permanent repairs effected.

S. B. Grummond's tug Winslow will tow an immense raft of logs, containing over 2,000,000 feet of timber, the tug Swain will join the procession on Lake Erie and escort the raft on to Buffalo.

The tug Winslow recently accomplished a most successful job in pumping out and bringing the lame ducks, Manitowoc and Chester B. Jones, to this port, after their recent accident on North Point reef.

Captain George Elsey, of North Baltimore, is visiting his son, George Elsey, jr., in this city.

Charles Leahy, the wrecker, left Detroit Thursday with a steam pump on the tug W. E Quimby, for Rock Falls, where he will attempt to raise the schooner Racine, which was wrecked during the late storm.

SWAIN.

SAULT STE MARIE.

The new steel steamship, North Wind, of the Manitoba River or Northern Line, bound up with coal, struck the rocks at Sailors' encampment Friday night just before dark, crushing a hole in her bottom, so that her forward and midship compartments filled with water. A wrecking expedition went from here to her relief.

CHICAGO

Special correspondent to the Marine Record.

The steambarge R. A. Seymour jr., ran on the submerged portion of the government breakwater when going out light, at 11:45 p. m. Thursday night. She remained on for over an hour when one of the Chicago Towing Co's tugs pulled her off, and she went back to one of the central slips, as she did not leak it was considered that she had received very little, if any damage.

The fine tugs Champion and Swain of Grummonds wrecking tug line, arrived here Sunday at 2 a. m., with the steamship Susquehanna in tow from Alpena, the Susquehanna having had her rudder carried away on Saginaw Bay. The tug Swain accompanied to tow and assist the Susquehanna in case of bad weather. The Susquehanna was to go into drydock at Milwaukee, to receive a new rudder as the drydocks here were not large enough to receive her.

Captain Alexander McNair captain and part owner of the schooner Colonel Ellsworth, was killed at the 65th street crossing of the Pan Handle railroad tracks Monday night. The schooner was laying in the Upper Burlington slip, laden with lumber from Menominee. The captain left her between 5 and 6 o'clock Monday evening to go to his home at South Lynn, and it is supposed that he was struck by the 8:30 passenger train, on the Fort Wayne road. His body was not found until Tuesday morning, both legs having been cut off, and he probably bled to death. He leaves a widow and two children. He was greatly respected among his many marine friends as a sterling honest man and a good sailor, and his sad end is deeply deplored by all.

Paul Pauliot, a boat builder, is building a large number of fine strong yawl boats.

The new steamer building for the Goodrich Steamboat Co., at Manitowoc by Burger & Son is of the following dimentions: length of keel 200 feet, length over all 215 feet, beam on water line 34 feet, on deck 40 feet, depth of hold in shoalest place 13 feet. She will have a fore and aft compound engine 28 and 50 by 36, which will be built by C. F. Elms, Chicago, the frames of the engine will be of wrought iron, a new departure for an engine of that size. Her two boilers will be of 9 feet diamater, 16 feet long each, which will be allowed 24 pounds of steam pressure, and will be built by John Mohr & Son, Chicago.

There is a rumor that a company has been formed here who propose constructing an elevated railroad, and they intend to ask our city councilmen to allow them to build a bridge across the river, to connect South Market street with North Market street. If they should obtain a grant to build a bridge where they contemplate, it would be impossible for any large steamship or vessel to go up either the north or south branch of the river, and it would also do away with the present lumber market.

It behoves the Vessel Owners' Association and Lake Carriers Association and others connected with Chicago Vessel Trade, to keep a strict watch on such matters as Chicago councilmen are very apt to favor, schemes promulgated by railroad companies', and to forget vesselmen's rights and interests.

The schooners W. H. Hawkins and C. J. Roeder and scow Forest have been stripped preparatory to laying up.

The propeller W. A. Haskell collided with the canal boat J. C. McMullen and sunk her at Davidson street bridge. The McMullen is owned by the Excelsior stone company and was laden with stone. The loss will be about $500.

The schooners S. J. Tilden, Melvina and Adriondac were in the Chicago Drydock Company's dock for calking and repairs.

The schooner Evaline, Captain S. Jackson, left Chicago Wednesday afternoon to lay up.

The schooner Thomas Hume and barge S. A. Wood, both light, bound down the lake, collided just outside Chicago Harbor about 5 p. m. Tuesday. The Wood came to an anchor near the breakwater and was towed into port Wednesday morning for repairs, she having lost her horn and received some other damage. The Hume received very slight if any damage.

It has been found impracticable to dock the big Susquehanna here, and so she was taken to Milwaukee in charge of the steamer Clarion and the tug Morford. She will be put into Wolf and Davidson's drydock at that port.

The schooner Melvina was towed up from South Chicago badly leaking and placed in the drydock. The schooner S. J. Tilden went in the drydock here for recaulking.

It will be well for captains who have not paid a visit to Chicago recently, and who may come here before the end of navigation to be informed that the harbor masters, vessel despatcher and river police have received special instructions from the Chicago Citizens Association to put a stop to all unnecessary whistling on steamers when going up and down the river, and that so long as the red ball at the respective bridges is up, they must stop, and as soon as it is down, they may go ahead, as the officers are compelled to obey orders and do their duty, captains should use their best endeavors to comply with the city's ordinances and save trouble.

WILLIAMS

MILWAUKEE.

Special to the Marine Record.

The barge Fayette left after receiving new brasses, but was compelled to return on account of crank pin being hot. It was discovered upon examination that her crank was broken, and she is getting a new one at Sheriffs.

The steambarge Almendinger received a new crank at Sheriffs last week.

The steambarge Calumet was towed here from Escanaba and is in dock at Milwaukee shipyard's new dock. She has a loose wheel.

The steambarge Helena brought in 2,613 tons of coal for the N. W. Fuel company and they succeeded in unloading her in twelve hours which is pretty fast work.

The tug Welcome left here Saturday with the schooner A. Muir in tow. She will pick up the Albatross at Ludington and tow them both to Cheboygan, where the steamer Enterprise is receiving slight repairs.

The schooner J. I. Case takes barley at 3 cents to Buffalo.

Messrs. C. H. Starke & Co. have leased the tug Evensen to attend their dredge at Kenosha. This firm received the government work at Racine and Kenosha. They are also building a large scow which they will use in the construction of the extension of the government harbor of refuge next spring.

Messrs. Wolf & Davidson will enlarge their stationary drydock this winter so as to be able to dock anything on fresh water. They can dock, as it is, any one of the large boats, but the Owego and Chemung.

The tug Knapp, of Racine, was in dock to have her wheel tightened.

The propeller Susquehanna will tow from Chicago and be docked at Wolf & Davidson's

The steambarge Donaldson reports that they had a very rough time on their way up, but were fortunate in getting through with slight damages.

The government harbor, or as much of it as is finished, is coming to be quite extensively used in the severe north-east blows. The last week there were as many as twelve different boats sheltered there.

The F. & P. M. No. 1 occupies the new stationary dock at Milwaukee shipyard, being prepared for winter work and weather.

The new boat at Wolf & Davidson's yard will be launched Saturday, the 13th.

The Owego was in Sunday and finished out her load of package freight.

J.

EAST SAGINAW.

Lumber freights were advanced again Monday, the second time within a week. The rates now are: Bay City to Buffalo and Tonawanda, $2 66½; Bay City to Ohio, $2,25; Saginaw to Ohio, $2.37½.

MARITIME LAW.

TOWING—RUNNING TOW ASHORE—EAST RIVER NAVIGATION—PASSAGE BETWEEN TABLE ROCK AND ROCKS ABOVE—DUTY OF TOW TO KEEP IN LINE WITH TUG—APPOINTMENT.

U. S. District Court Southern District of New York.

The tug Olive Baker was towing the schooner Job H. Jackson up the East river on a hawser of about 40 fathoms. In passing between Table Rock and the reef about 900 feet above it, the schooner struck on the rock, sustaining injuries for which this suit was brought. The schooner claimed that she properly followed the tug and that the accident was caused by the latter in passing too near the rock. The tug maintained that the schooner did not follow the tug and sheered out of her course and into the rock. The evidence showed that there was no lookout on the schooner, that her wheelsman was steering by the tug's smokestack alone, and that she did sheer somewhat out of her course. It appeared also that the tug went nearer Table Rock than was justifiable under the circumstances, though the pilot had previously observed that the schooner was not following directly in his course. *Held* for these reasons, that both vessels were liable for the accident, and the schooner should receive but half her damage.

1. The passage in the East river between Table Bock and the rocks above requires special care and consideration for all the circumstances of the case on the part of a tug with a tow, and that she give her tow a reasonable margin for safety against contingencies.

BROWN, J.

On the 25th of April, 1887, the tug Olive Baker took in tow, upon a hawser of about 40 fathoms, the schooner Job H. Jackson to go up, through the East river with the flood tide. From 19th street the direct course heads between Table Rock and the reef about 900 feet above it. The tug pursued this course but the schooner brought up against Table Rock and was damaged with her cargo, on account of which this libel was filed. The schooner was deeply loaded, and had her sails set, with her booms upon the port side, the wind being moderate from the eastward.

The libellants claim that they properly followed the tug and that the collision arose from the fault of the tug in passing too near Table Rock. The claimants contend that the collision arose from the schooner's not properly following the tug, and from sheering out of her course just before reaching the rock, so as thereby negligently to run upon it.

The case has been very carefully tried upon both sides. Without referring here to the details of the testimony, I shall state only the conclusions to which I have come.

There was no lookout upon the schooner, nor was proper care observed to follow in the actual path of the tug. The wheelsman of the schooner steered by the tug's smokestack only. He could not see her hull. The evidence shows that for a considerable time before reaching Table Rock the schooner's path was somewhat to the leeward of the line of the tug. The weight of evidence is to the effect that the schooner did give a considerable sheer, first to starboard and then to port, and upon the latter sheer struck the rock. Her course to leeward would seem from the testimony to be partly designed, so as to bring the tug's smokestack in view of the wheelsman. It was probably increased by the effect of the wind upon her sails, and if there was any set of the tide to leeward, that also, through her greater draft, would affect her more than it would affect the tug. From the many witnesses who testify to the considerable leeward course of the schooner, and from the fact that the pilot of the tug endeavored by hails and motions to signify to those on the schooner that she should keep up nearer in line with the tug, *i. e.* more to starboard. I must find that the schooner was not kept so nearly in line as is customary and as is required; that she was in fault for having no lookout forward to attend to the pilot's signals, and communicate them to the wheelsman; that the considerable sheer she made by which she ran upon the rock was, in part at least, attributable to her not having previously kept sufficiently in line; and that to steer by the smokestack alone is not a safe and sufficient guide, and without a lookout, when careful following of the tug is necessary, is culpable. (The Raritan 32 Fed. Rep. 847.)

2. I am satisfied on the other hand that the tug went nearer Table Rock than under the circumstances was justifiable. Her pilot estimates the distance at which he passed it to be 150 feet. The evidence does not warrant me in finding, and I do not think it credible, that the vessel could have made the long and violent sheer necessary to run upon Table Rock if the tug upon a hawser of only 240 feet had passed Table Rock at the distance of 150 feet. The only reason for going even so near as that was to prevent the schooner's drifting upon the rocks about 900 feet straight above Table Rock, while passing across between the two in the flood tide. The very fact that the pilot of the tug had seen that the schooner was all the time pursuing a course to leeward, and that she did not materially change this for a mile before reaching Table Rock, and that he got no response to his calls and motions, were sufficient notice to him that his own course should be kept even farther than usual to the northward in passing across the channel between Table Rock and the rocks 900 feet above. Instead of doing that, I cannot avoid the conclusion that he passed nearer Table Rock than was usual or even necessary with the tow straight astern. Although the safer and more prudent course would have been to go to the westward of Table Rock instead of to the eastward, and thence between that and the reef above, I am hardly prepared, upon the testimony, that it is not uncommon to go with a vessel upon a hawser between the two as was done in this case, to find that the latter course was in itself a fault in the tug; although I am not altogether satisfied of the reasonable prudence of this course. It is well known that boatmen are constantly in the habit of taking unreasonable risks for the sake of a shorter cut. But without passing upon that point here, there can be no doubt that if that passage is chosen it requires special care and consideration for all the circumstances of the case on the part of the tug, and that she gave her tow a reasonable margin for safety against contingencies. The special circumstances here which were plain to the observation of the pilot of the tug demanded that he should go much further to the eastward and northward of Table Rock than he did, and on that ground I must hold the tug also to blame.

The result is that the damages must be divided and a decree entered for only one-half the libellant's damages and costs. A reference may be taken to compute the amount.

January 31, 1888.

WRECK OF THE BRANDON

A Duluth despatch of the 2nd says: The Canadian tug James A. Walker arrived here at noon to-day from Kingston with the schooner Regina in tow, the latter carrying a cargo of railroad iron for the Manitoba Government. The officers of both vessels told a thrilling story of the hardships they encountered yesterday and last night on the lake, about 40 miles sonthwest of Isle Royal. There was a terrific gale, which interfered with the progress of the wrecker, which was towing the schooners E. Brandon, Regina, and Jenny, all carrying rails and bound for Duluth. Early in the afternoon the strain on the hawser, a new one, was so great as to cause it to break. Just about this time the Walker's steering gear got out of fix, and as she tried to come around on the lee side of the vessel in order to pick up the line she became unmanageable and drifted down upon them. All four vessels were tossed together, and the crew of the Brandon, which had become badly disabled and water logged, jumped aboard the Walker. The latter boat had a good portion of her rail smashed and was otherwise damaged by the collision. At last the Walker had her steering point in good condition, and she managed to pick up the Regina. It was midnight when the Jenny was last seen, but nothing could be seen of the Brandon long before that. No one positively saw the Brandon go down, but she was so helpless that there is little doubt of it. The captain of the James Fisk, jun., saw the Jenny during the night, her sails being set, but saw nothing of the Brandon. The Walker made for Duluth shortly after midnight with the waterlogged Regina. Captain Alex. McDougall lost no time in sending the Walker out immediately to search for the Jenny, which is believed to be afloat. A probably fatal accident occured to the engineer of the Walker, who is now in the St. Luke's hospital. He was in the after part of the vessel trying to get the steering apparatus in order, and his head was caught in a close place by some part of the tiller and badly crushed. His name is John Dodds. Joseph Siddall, the mate was there with him and was in fearful agony, believing his comrade dead. He was the one who righted matters. The Brandon carried 1,100 tons of iron, valued at $40,000 and was herself worth between $15,000 and $20,000. The Walker is the tug that was fined on her last trip here for towing between two elevators. The tug Walker returned on the 3d, with the schooner Jenny. She was forty miles out, badly strained, and full of water. The crew were on the verge of exhaustion

The Toronto Empire says: Captain Douglas of the Western Assurance Co., has gone to Ashtabula to look after the wrecked schooner Erie Belle. The despatch about her says that as the Belle was on her way from Cleveland to Hamilton she sprung a leak on the night of the 26th, and in attempting to sail into Ashtabula harbor, missed the pier and now lays broadside on the beach about 400 yards to the eastward of the pier. Her mizzenmast is gone and she seems to be in bad shape. The crew are all right. The Erie Belle was owned by Captain Manson, of Port Hope, who sailed her. The disaster was rather hard on Captain Manson, as he has just laid out a good deal of money on her, getting extensive repairs made at Port Dalhousie, and also having her classed higher. The Erie Belle hailed from Port Burwell.

We are pleased to note that Captain C. C. Goodwin of the life saving station has returned to the city.

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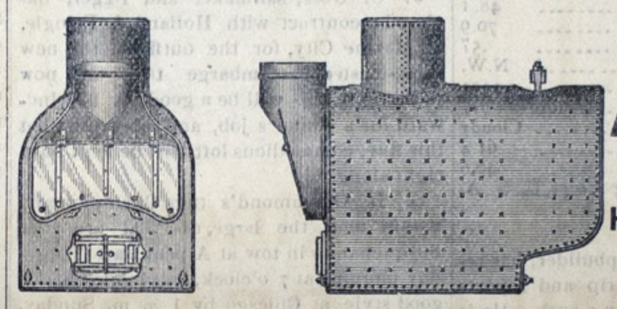

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COMPETITION FOR THE LAKE SUPERIOR TRADE.

A despatch from Chicago says: General Managers Washington Bullard of the Union line (Erie railway) and E. T. Evans of the Anchor line (Pennsylvania railroad) are in the city. If the story told in explanation of their visit here is true the Lake Superior flour and wheat trade is at stake, and a pretty war is not far distant. The two lines have their Lake Superior boats consolidated in the Lake Superior transit company, which has hitherto practically controlled the through package freight traffic on the Duluth and Buffalo route. James J. Hill and the Manitoba railroad, with their new line of steamers now threaten to absorb this business. Six great propellers will be afloat next spring in the Manitoba line and Mr. Hill has already jumped in and taken the shipment of 150,000 barrels of flour in one block for the boats now out. The present outlook is that most of the northwestern wheat will be ground at home, thus cutting off lake grain freights from Duluth in a large measure. The war will be interesting. The Manitoba line will have its own railroad from the Minneapolis mills to the lakes, but will be dependent on eastern connections from Buffalo to tidewater. The Lake Superior transit company must depend on connections in getting its freight to Duluth, after which it has all the advantages of through lake routes. Mr. Bullard said the Union line does not contemplate building any more boats at present, and he is inclined to take a gloomy view of the marine business. He was surprised that the ore trade had held out as long as it has this season. Asked if the line would follow the model of the Owego and Chemung if it built tomorrow he said it never held to one style of boat twice. When questioned about the Manitoba's threatened war he said his visit had nothing to do with it.

Mr. Evans said his line had all the business it could do. The trouble was not from lack of freight but from the absence of paying rates. The Anchor line had no intention of building more boats. Mr. Evans also disclaimed his mission having anything to do with Lake Superior business.

BOOKS FOR SAILOR BOYS.

The naval bill lately signed by the president has a provision for buying 50 standard works on matters of interest to professional men for each vessel in the service. The ship's libraries, with this addition, will comprise over 400 volumes of valuable reading matter. The existence of the libraries is largely due to the efforts of Commodore Walker, chief of the bureau of navigation. When he took charge of the bureau each ship was provided with a prayer book and a bible, and a set 25 year old encyclopedias, and one or two professional works. He at once conceived the project of building libraries for all the ships. He selected the works with great care and bought them from year to year, the number purchased being limited because of the small amount of the annual appropriation. It has taken six years to bring the libraries up to their present standard. The character of the books the officers have had to read will be indicated by the following partial list of those bought: Thirty works on jurisprudence and diplomacy, French, German, and Spanish dictionaries, and Webster's unabridged, Encyclopedia Britannica, American Encyclopedia, Naval Encyclopedia, Brand's Engineers' Pocket Book, and half a dozen other books of reference, nine works on astronomy and meteorology six on natural history, eight on geography, 16 on hydrography, nine on chemistry, electricity and magnetism, seven on steam engineering, nine on navigation and seamanship, ten on tactics in warfare, five on ordnance and gunnery, five on naval construction, 39 on naval intelligence and information, 28 volumns on naval and military war (American) and 12 foreign, 25 works on American history, 99 on universal history, 37 biographies and memoirs, and 13 on travels and explorations.

COAL, THE KING OF THE LAKES.

"At least so far as Buffalo and the commerce of the Great Lakes are concerned, Coal is King," says Mr. E. L. Hedstrom in his article in the Buffalo Express on the coal trade of that city. He notes that soon after the Erie canal was opened, Oct. 25, 1825, although Lehigh coal was brought to Buffalo for manufacturing purposes, it was not until about 1850 that any amount of anthracite was sold there for domestic purposes.

He gives the bituminous tonnage by decades. The total anthracite and bituminous tonnage for 1887 was 5,298,490. The total tonnage of bituminous and anthracite, beginning with 1842, for each decade, reveals a marvelous increase in the short period of forty-five years:

BITUMINOUS SHIPMENTS FROM BUFFALO BY DECADES.

Year.	By lake.	By rail.
1842	900	None.
1852	34,665	None.
1862	84,523	None.
1872	78,889	66,000
1882	7,880	1,089,907
1887	None.	1,801,217

TOTAL TONNAGE BITUMINOUS AND ANTHRACITE.

1842	1,800
1852	57,560
1862	239,873
1872	790,876
1882	3,021,791
1887	5,298,490

How would it have been possible, with the slow methods of twenty-five years ago, to transport the 150,000,000 tons of coal mined in this country in 1887, 5,000,000 tons of which came to Buffalo, but for the extension, doubling and quadrupling of railway tracks, with an equipment and service not dreamed of then? The Erie canal, once the only means of transportation, has itself felt the pressure of competition, and was compelled to reduce tolls (which less than twenty years ago were 78 cents per gross ton) one-half, and at a later day remove them altogether.—*Chicago Journal of Commerce.*

The Continental Iron Works, Brooklyn, New York, are the sole manufacturers of corrugated flues for boiler furnaces, which they manufacture under their own patents and those of Samson Fox of Leeds, England. The growing demand for their specialty is evidence of the increasing popularity of this form of boiler flue.

CATARRH CURED.

A clergyman, after years of suffering from that loathsome disease, Catarrh, and vainly trying every known remedy, at last found a prescription which completely cured and saved him from death. Any sufferer from this dreadful disease sending self addressed stamped envelope to professor J. A. Lawrence, 212 East 9th St., New York, will receive the recipe free of charge.

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The man who does not think he "knows it all" about pumps, steam engines and boilers, can find out a great deal about them in Grimshaw's Pump Catechism, $1; Steam Engine Catechism, $2; or Boiler Catechism, $2; Preparing for Indication, $1; by mail post paid. Address Pub. Marine Record, 144 Superior st., Cleveland O.

ROCK EXCAVATING AND DREDGING IN Niagara river, New York. U. S. Engineer office, Buffalo, N. Y., October 10, 1888. Sealed proposals in triplicate will be received at this office until 12 M., [eastern standard time] November 24, 1888, for rock excavation and dredging in the Niagara river, N. Y. All required information can be obtained at this office where plans may also be seen. F. A. MAHAN, Captain of Engineers.

PROPOSALS FOR SAND, etc. U. S. Engineer Office, Buffalo, N. Y., October 1, 1888. Sealed proposals in triplicate will be received at this office until 11 a. m., eastern standard time, on December 1, 1888, for furnishing sand, pebbles, stone and cement, required in the reconstruction of the breakwater at Buffalo N. Y. All necessary information may be obtained on application to the undersigned. F. A. MAHAN, Captain of Engineers.

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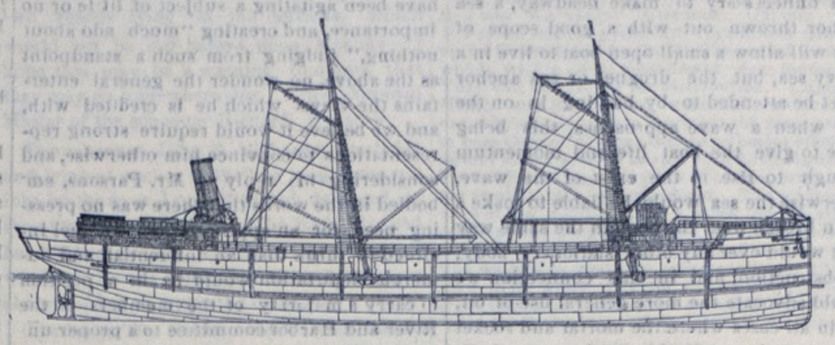

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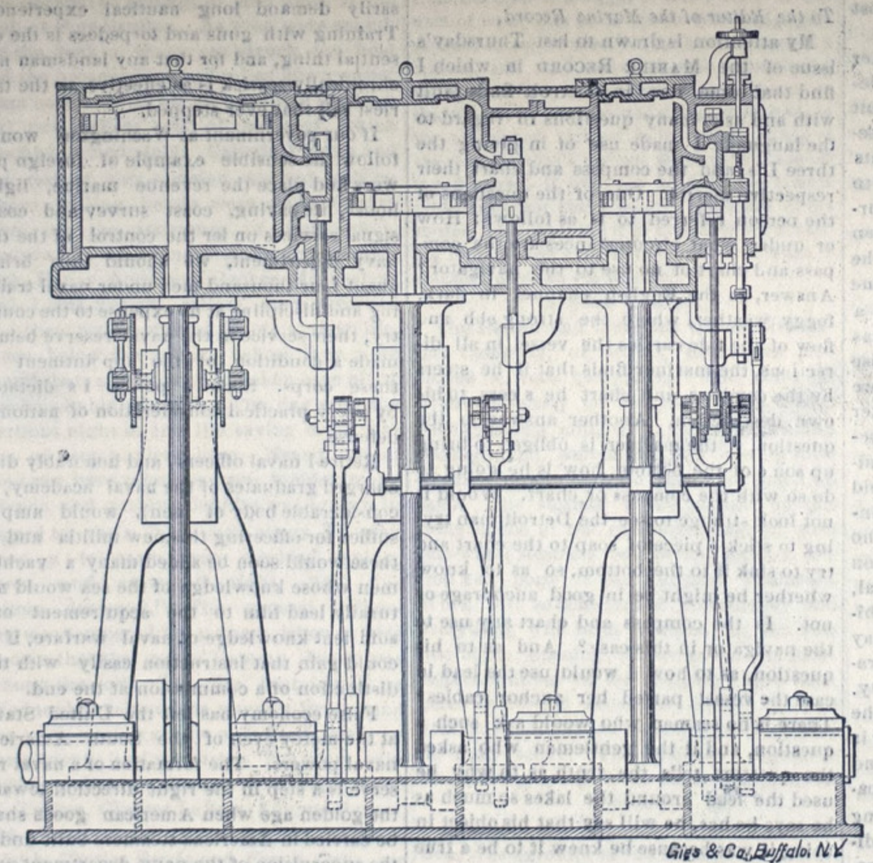

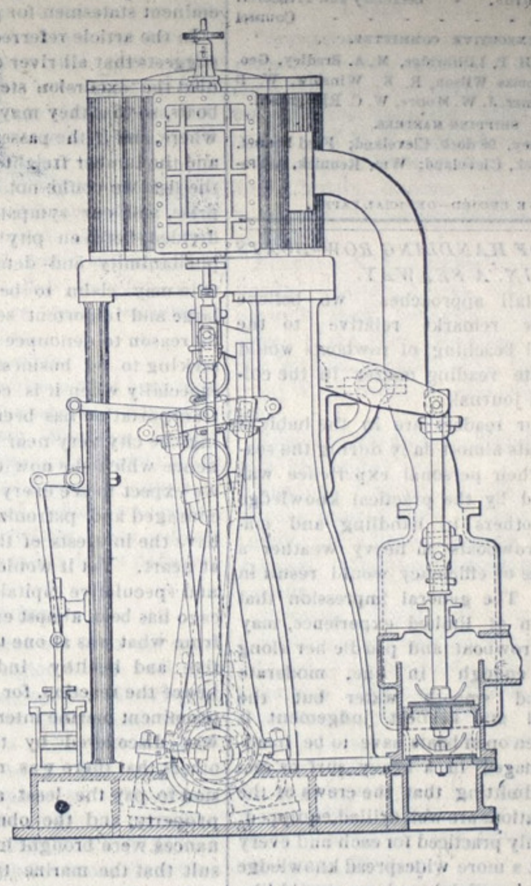

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MARINE RECORD—OFFICIAL PAPER.

METHOD OF HANDLING ROW-BOATS IN A SEAWAY.

As the fall approaches we believe that a few remarks relative to the handling and beaching of rowboats would be appropriate reading matter in the columns of this journal.

Most of our readers are in the habit of using rowboats almost daily during the season, yet, if their personal experience was supplemented by the practical knowledge gained by others in handling and manœuvering rowboats in heavy weather a higher degree of efficiency would result in many cases. The general impression that any one, even of limited experience, may step into a rowboat and paddle her along is correct enough in fine, moderate weather, and smooth water but the utmost skill and keenest judgement is required when open boats have to be handled and managed in a heavy surf or seaway, and, admitting that the crews of the life saving stations are well drilled, equipped, and thoroughly practiced for each and every occasion, yet a more widespread knowledge would prove beneficial, and we should like to see every individual who earns his living on the water a proficient in the art of handling an open rowboat in hard weather.

Hence, the well known principle of keeping a boat end on to the sea is the chief object to be obtained in most cases, and in rowing against a sea the curl or break which is frequently met with on a wave may be often avoided or dodged by a skillful steersman; speed sufficient to mount the approaching wave must be given the boat and a careful attention paid to the trim, distributing the weight so as to have the boat take the sea as easy as possible. In many cases strict attention to this point alone may render a boat sea-worthy or otherwise. The writer remembers on one occasion handling an open boat against a strong head wind and short, chopping sea, finding the boat not getting over the ground, and also making bad weather of it, a little more weight was placed toward the bow and the boat kept away about two points with most advantageous results; yet this style of locomotion would not apply in all as the build and model of the boat would have to be considered and action taken accordingly.

When running before a heavy sea the same principle of keeping end on holds good, and the broaching-to of a boat would be the position of greatest danger. In making the beach with a square stern boat, especially, it would be advisable to back the boat in, rowing a few strokes to meet the curl of the sea, and then rowing in on the back of it, at other times and with a lively boat it would only be necessary to hold water against the approach of the wave, rowing in on the back of it as before; in all cases a person handling a boat would be well advised in trying to avoid the break of the waves by placing their boat either ahead or astern of the curl. In the event of men being exhausted, or if it is considered unnecessary to make headway, a sea anchor thrown out with a good scope of line will allow a small open boat to live in a heavy sea, but the drogue or sea anchor must be attended to by hauling in on the line when a wave approaches, this being done to give the boat life and momentum enough to rise to the crest of the wave, otherwise the sea would be liable to make a clean breach over the boat in the same way as it would over any other stationery body, or obstruction; and in this connection we would advocate the more general use of oil, for in all cases where the mortar and socket apparatus is applicable rockets or shells loaded with oil might be made to do excellent service. When running in for a shoal beach, under sail, it will be generally advisable to unstep the mast before getting into broken water, handling the boat entirely with the oars and keeping her end on until she grounds and sending her up as far along as possible on the back of the last sea. But, on the other hand, if the shore is steep it is best to sail or row right on and when close in turn the boat's bow half round so that she may be carried broadside on to the beach and allow all of the occupants to land at the expense of a drenching at least.

CHICAGO RIVER.

In a recent issue of the Chicago Tribune the suicidal policy of driving tonnage away from that port is directly advocated, notwithstanding all that has been said and written by the representative vessel owners of Chicago and other lake ports during the last few months.

We are sorry to see that any person should hold these views, at a time too when the best talents and energies of all United States' citizens ought to be turned toward facilitating the building up of an American mercantile marine, and this sentiment has found expression from the lips of our most eminent statesmen for generations.

In the article referred to above the writer suggests that all river conveniences be denied the excursion steamers, and the fruit boats, so that they may be forced to go elsewhere, and if the passenger boats, fire boats and the lumber freighters had been added to the list we could not have felt more surprise, and our sympathy would have been divided between pity and disgust at the pusilanimity and dense ignorance of one who may claim to be an inhabitant of a large and important seaport. Chicago has no reason to denounce a marine enterprise seeking to bo business at that city, more especially when it is considered that water transportation has been the means of placing the city very near to the immense eminence which she now enjoys, rather would we expect to see every marine venture encouraged and patronized by all classes who have the interests of their city and nation at heart. Yet it would appear that the real, and speculative capital of the city of Chicago has been almost entirely drawn away from what was at one time the most lucrative and healthy industry in that city, hence the reaction, for no sooner had the prominent marine interests lessened, than it was discovered by the city officials and others that there was no longer any occasion to pay the least attention to floating property, and the obnoxious bridge ordinances were brought into use with the result that the marine trade was hampered, and credit vitiated on all sides, and protests, discrimination, and confusion was the order of the day.

If the powers that be, wish to see the river vacated then they are going the right way to work, and some other western center will soon be found to actively assist and facilitate the marine interests. On the other hand, if the city still wishes to hold her maratime interests, why not build and equip docks and wharves on the lake front, giving proper facilities for all classes of trade, but as this remodeling would take a year or two, at least, and probably much longer, due regard must certainly be paid to the large interests involved; in the meantime, or Chicago may find to her sorrow that when she is willing and ready to accommodate vessel property, there will be none to recognize the declining seaport.

ST. CLAIR FLATS CANAL.

According to a Washington dispatch General Catchings says that he has little hopes of pushing through the proposed appropriation for improving St. Clair Flats canal at this session, and as he is a member of the River and Harbor committee his view is undoubtedly decisive. In our opinion it is a scandalous shame that any such half-hearted men should be placed on, or arrive at the distinction of legislating for a class of trade of which they actually know nothing at all about. The St. Clair canal must of necessity be put in better shape, both as regards the embankments, and also the bottom. The bulk of the lake trade demands this improvement, and the whole western country desire it, hence, with these effectual means at hand measures ought to be taken to represent more strongly than ever the immense commercial and financial interests at stake in the well being of this national and much used waterway. General Catchings' decision has been based mainly on the mistaken idea, that the interests involved have been agitating a subject of little or no importance, and creating "much ado about nothing," judging from such a standpoint as the above, no wonder the general entertains the views which he is credited with, and we believe it would require strong representations to convince him otherwise, and considering his reply to Mr. Parsons, embodied in the words that there was no pressing need for an appropriation, we feel inclined to think that an influential and numerous deputation would be in a position to carry a majority of the members of the River and Harbor committee to a proper understanding of the importance of a liberal appropriation.

In the event of a favorable sum being voted next March, the season of navigation would be well advanced before the funds would be made available, and the keels of our merchant fleet would again fall into the line of a pioneer brigade, instead of the hulls and appliances of a few good dredges.

While on the other hand if there is no River and Harbor bill allowed to become a law at the next session our fresh water transportation will be in a deplorable condition, and we are sorry to find that our able and well qualified representative has almost lost hope of being able to do anything farther in the interests of this important measure. We cannot but believe that if a few of the members of the committee on the River and Harbor bill were better versed in the requirements of the vast North West, more activity would be displayed in voting the requisite amount to maintain a clear and navigable waterway through to the people who contribute so much to the wealth and national standing of the United States.

COMPASS AND CHART.

CLEVELAND, Oct. 9.

To the Editor of the Marine Record,

My attention is drawn to last Thursday's issue of the MARINE RECORD in which I find that some one in Detroit finds fault with and asks many questions in regard to the language I made use of in giving the three L's and the compass and chart their respective merits, One of the questions of the person referred to is as follows: How or under what circumstances are the compass and chart of no use to the navigator? Answer, in the English channel in dark, foggy weather, where the strong ebb and flow of the tide carries the vessel in all directions, the mariner finds that if he steers by the compass and chart he steers to his own destruction. Another answer to the question, if the mariner is obliged to bring up some of the bottom, how is he going to do so with the compass or chart. Would it not look strange to see the Detroit man trying to stick a piece of soap to the chart and try to sink it to the bottom, so as to know whether he might be in good anchorage or not. Is the compass and chart any use to the navigator in this case? And as to his question, as to how I would use the lead in case the vessel parted her anchor cables? There is no seaman who would ask such a question, and if the gentleman who asked the question tells the truth as to why he used the lead around the lakes so much as he says he has, he will say that his object in using it was because he knew it to be a true guide, and a means of saving life and property. The same person, or "Rip" as he calls himself, wonders where the danger exists in using the words starboard and port as orders. The danger exists in this manner, the man at the wheel on hearing the word (say for example) starboard is liable to turn the wheel toward the starboard side of the vessel, instead of turning it the other way, what it is meant for. Wherein, if the order was given in the name of left, there wouldn't be anything of the same name on the opposite side to mistake for the word left. This proves that the words right and left are the safest way to give the order to the man at the wheels. "Rip" seems to be mistaken in what I said in this respect. This is what I meant, all vessels and steamers should have their wheel turn the same as the ship's head and rudder and use the words right and left, so as to have the order, the wheel, the rudder, and the ship's head all correspond. This can never be done so long as the words starboard and port are used as orders. It can be done by crossing the wheel ropes, but when you make sail you will find that you are at the wrong side of the wheel, no matter what side of it you go. If you go to the lee-side you cannot see ahead on account of the sails being on that side, and if you go on the weather-side of the wheel the pressure of the weather helm will lift you off the deck instead of pressing you toward the deck as it should.

PATRICK CAROLAN.

WHY NOT BLUEJACKETS?.

The mobilization and parade of the militia of the state of Massachusetts on Wednesday inevitably suggests a naval militia, which we still lack for the defense of our coasts in sudden time of need. Great Britian has an excellent organization recruited from the merchant service and known as the naval reserve. Southern political economy has driven the Yankee sailor from the high seas but has as yet been unable to take from him the coasting trade or the sport of yachting. With these two sources from which to draw recruits, a Yankee naval militia to supplement our citizen soldiery is by no means impracticable.

Old Massachusetts has again taken the lead in passing a bill for a State naval reserve, and in spite of the snub administered at Washington her lead is likely to be followed by New York. Senator Whitthorne has a bill before congress which, with the equally excellent copyright bill is persistently neglected that the m. c.'s may stump the country by telegraph from their seats in the capitol.

Even the New York Herald supports the Whitthorne bill, which provides for a naval reserve artillery to man guns on board naval vessels, and a naval reserve torpedo corps to manipulate torpedoes of all kinds along our coast. The coast will be divided into districts and men will be assigned to service nearest their homes. There will be annual drills and uniform instruction under the supervision of the navy department. There will also be a navigating naval reserve recruited from the merchant service, these men being enrolled and available for certain duties of a purely nautical nature. All available steamships are to be prepared for duty as auxiliary cruisers, bounties being paid for that purpose, and their equipments and crews will be kept in readiness.

Admiral Porter has shown that a very large proportion of the sailors in our navy are men of foreign birth, who are faithful enough in time of peace, but on whom less reliance could be placed in time of war than Americans whose hearts own no divided allegiance. The yacht squadrons would only afford a small contingent and there are but twenty-five thousand native Americans in the merchant service To be an efficient man o'wars' man, however, does not necessarily demand long nautical experience Training with guns and torpedoes is the essential thing, and for that any landsman not chronically seasick is as effective as the tarriest salt that ever stepped.

If our government at Washington would follow the sensible example of foreign powers and place the revenue marine, light house, life saving, coast survey and coast signal services under the control of the the navy department, we should thus bring about four thousand men under naval training and discipline at no expense to the country, their service in the naval reserve being made a condition of the appointment to these corps. Such a policy is dictated by every practical consideration of national defense.

Retired naval officers and honorably discharged graduates of the naval academy, (a considerable body of men), would amply suffice for officering this new militia and to these would soon be added many a yachtsmen whose knowledge of the sea would naturally lead him to the acquirement of a sufficient knowledge of naval warfare, if he could gain that instruction easily with the distinction of a commission at the end.

False economy has left the United States at the mercy even of the South American naval powers. The formation of a naval reserve is a step in the right direction toward the golden age when American goods shall be carried in American steamers built under the supervision of the navy department and fit to serve the country in time of war; when Boston, New York and San Francisco shall be protected by modern earthworks and dynamite guns; when the United States mails shall be carried to South America by direct lines of American steamships and not by the way of Great Britain; when, finally, the foreign lobbyist and sectional statesman are no longer the controlling forces in the government of our united country.—*Boston Commercial Advertisor.*

NEW YORK is really the second port of the world in importance today, although the actual movement of tonnage may not apparently put it in that place. This importance is increasing and if care is taken to meet the requirements of commerce, a work that is not always done here, New York will undoubtedly in time become the leading port of the world. The advantages, terminal and otherwise, that can be offered to shipping here, are hardly expressed in the word unexcelled. They are not only better than can be found elsewhere, they attract by their number and variety. There is, however one drawback. New York is not a cheap port, and until she is made as near a free port as possible, she will never, despite all advantages, hold first place.—Maritime Register.

LAKE CARRIERS' ASSOCIATION

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

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MARINE RECORD—OFFICIAL PAPER.

FORE AND AFT.

The steambarge Oneida and consort, Crosthwaite, grounded at Bar Point. They were released by the wrecking tug Saginaw.

The names of the lost from the wrecked St. Clair are: Captain C. H. Jones of Bay City; Henry Anderson of Australia; George McFarlane of Cleveland; Lewis Fertaw of Bay City, and the cook, Julia Greawreath of Sebewaing. The rescued are Maurice McKenas of Bay City and John Rose of Detroit. The bodies of the lost have been recovered.

Captain Myers, of Chicago, representing the British North American Insurance Company, says that over 40.000 feet of the 100,000 feet of lumber on the wrecked R. N. Rice can be saved. The remainder is scattered along the beach for miles.

The tow barge Oliver Cromwell which sunk at Port Sanilac Monday, was built at St. Catherines, Ont., in 1853, as a schooner. In 1857 she was sunk, and remained under water for over twelve years, when she was raised and converted into a tow barge.

John McCann, an unemployed seamen, tried to cross the Northwestern railroad bridge while intoxicated. He was struck by an engine and killed.

The new steamship built by Wolf & Davidson, at Milwaukee, was recently launched. The original name Breadwinner, gave away to Tippecanoe, in honor of General Harrison, and this, in turn was changed to Protection, as a more general honor to the party General Harrison represents,

Frank Perry of the Soo. sent the Andrew J. Smith with two pumps and a diver to the rescue of the Isaac May, a Canadian boat that is down in eghteen feel of water, near Tober Murry, on the Indian Peninsula in Georgian Bay.

The schooner Erie Belle, which was wrecked as Ashtabula lately, has been given up as a total loss, and the wreckers have returned to Detroit. The Erie Belle was built at Port Burwell in 1873, registered at 354 tons, and was valued at $8,000.

The September losses foot up 160 disasters against 149 in August. Lake Michigan has 52, Lake Erie 26, Lake Huron and straits 29, rivers 25, Lake St Clair 6, Lake Superior and Sault river 16, Ontario 6, Georgian Bay 3, stranded 52; loss, $60,100. Disabled 24, loss $28,600; sprung a leak 27, loss, $15,500; ashore 8. loss $19,600; collisions 29, loss $26-200; heavy weather 15, loss 8,100; fire 5, loss $25,400; total, $183,500, against $147,700 in August.

The lumber cargo of the wrecked barge R. N. Rice was insured for $4,000.

The Scranton, which has been repairing at Buffalo, is again ready for work.

The Canadian propeller Mattawan, ashore near Forestville, Lake Huron, is a total wreck.

A fixed red light of the fourth order will hereafter be shown from the new lighthouse at the Thunder Bay station.

The Lehigh Valley line, not satisfied with two new steamers of the style of the Wilbur, are said already to be talking of a third.

The lowest bidder for removing the shoals in the St. Clair Flats canal was that of William Richardson, of Buffolo,—$8.80 per hour. Other bids range from $10 to $15.

McDougall's cigar-shaped barge 101 got through a heavy storm on Lake Superior recently and her owner is reported as declaring that he will build a 2,500 ton boat of the same model this winter.

The wreck of the old schooner Australia will be removed by the government from the entrance to the harbor at Holland as soon as possible, and in the meantime the spot will be properly lighted.

Captain John Nelson, of the steamer J. H Outhwaite, fell from the rail of his steamer to the dock of the Northwestern Fuel company, Milwaukee. In addition to a badly bruised nose he received a severe shaking up.

The steamship North Wind arrived at the Sault at 3 o'clock Sunday afternoon. Captain Waite will have a diver examine her bottom and ascertain the extent of the damage before proceeding to Lake Superior.

On Friday the steamer W. S. Ireland collided [illegible] an unknown craft near Hurson's [illegible], St. Clair river. Mrs. Welker, wife

of the captain, through fright, jumped overboard. John Decatur, the engineer, attempted her rescue but failed, and both were drowned. The bodies have not yet been recovered.

Captain Morley of Marine City will shortly lay the keel of a new boat to be built on the lines of his last boat, the W. B. Morley.

A despatch from Kingston says that an attempt will be made to raise the steamer Oconto, sunk last season near the lighthouse at Fisher's landing in 100 feet of water.

Ashland lumbermen are agitating the scheme of following the example of Bayfield and Washburn mill owners and owning or controlling their own lumber fields.

Captain Rennie, lighthouse inspector, says of the recent accident to the Scranton in the Grosse Pointe channel: I don't think there is any obstruction in the channel whatever. I think the Scranton ran too near the light ship and struck one of the mushroom anchors. The anchor doubtless turned half over and in that manner the injury to the Scranton's bottom occured.

General O. M. Poe of Detroit requests captains of vessels who strike obstructions in the Grosse pointe channel to buoy them and notify the United States engineers' office. Several vessels have reported striking something resembling a log on the bottom, but a survey of the channel Friday failed to reveal anything of the sort. A clear 16 feet of water was found everywhere.

In a collision at Manistee Lake between the tugs Williams and Rumbell, the latter was sunk in 60 feet of water.

At Southhaven lately a sailor swam out into the lake and brought in a boat after the life saving crew had decided it was too rough to send out a boat.

The wrecked steamer Osceola has been allowed to sink in Sarnia Bay. As soon as the drydock at Port Huron is empty she will be docked. Her owners intend to expend about $10,000 on her.

The responsibility of a propeller to her tow in a storm promises to be fully tested in the case brought by Patrick O'Day, owner of the N. R. Rice, against the propeller Huron City, which dropped her to save herself in the late storm.

An almost unprecedented deal is the shipment of 39,000 bushels of milling wheat from here to Sandusky. The unsettled condition of the market is probably answerable for the arrangement. The schooner E. P. Beals brought down a load of wheat from that port and at once takes a return load, though of a different class of wheat. The schooner Charger takes the remainder of the lot. They get two cents free of unloading, a very high freight, compared with the rates on coal.

Wallace Moran, a tug fireman, was drowned in Lake Linden, Houghton county, Sunday.

Lumber freights have advanced again, the second time in a week; Rates are: Bay City to Buffalo and Tonawonda, $2,50; Saginaw to Buffalo and Tonawanda, $2,67½. Bay City to Ohio ports. $2,25; Saginaw to Ohio, $2,37½.

United States Local Inspectors of steam vessels at San Francisco severely censure the captain and pilot of the steamer Oceanic for carelessness in not sounding fog signals at the time of her collision with the City of Chester. The licenses of the captain and pilot of the latter vessel were revoked.

THE R. N. RICE.

The loss of Patrick O'Day's barge R. N. Rice near Holland promises to get into the courts in a suit against Cook & Wilson, of Michigan City, owners of the propeller Huron City, steamer towing the Rice, for the value of the boat. In connection with this there will be a second suit against the British North American Insurance Company by Cook & Wilson to recover the insurance on the cargo of the Rice. In both cases gross negligence will be charged against the Huron City for abandoning the Rice. William H. Condon, the attorney in whose hands the matter has been placed, said yesterday that on the trip previous to the last the Huron City ran the Rice on a shoal, injuring her bottom. On the last trip they were sheltered at the Manitous but left before the Rice's captain thought it was safe. When off Ludington water began to come into her, and the life saving crew came on board and helped pump her out. As they neared Manistee the Rice's captain told Captain John Cassin, of the Huron City, that he could not survive the night in the sea then running. Captain Cassin promised to take him into Manistee, but when they were four miles from the Manistee light he put straight out into the lake. During the night the Rice became waterlogged, and the crew were throwing off her deckload when the Huron City cut loose from her. The excuse Cassin made was that he could make no headway while towing the Rice. "We hold" said Mr. Condon, "that it was as much the duty of the Huron City to tow the Rice into port as it was to keep her off the rocks. From the affidavits of the crew it is evident he did not try to save her. The insurance company did not insure that cargo against anything but the perils of the sea, and if it was lost by the negligence of Cook & Wilson's captain in the Huron City, his negligence becomes theirs, and they cannot recover.

The two cases, as testing the liability of propellers to their tows, togetl with the charges of high-handed acts on both sides, give promise of becomitg interesting.

[*Around the Lakes Continued from 1st Page.*

SAND BEACH.

Special to the Marine Record.

Last Monday, Octobes 1st, there was a large fleet of steamers and their consorts in for refuge in this harbor. With prospects of bad weather ahead, as the barometer was the lowest it had been this season, and the signal service prophesied a northwest gale of unusual severity. In the face of all this the steamers and consorts all pulled out to go across the bay. At three o'clock the gale set in from the north-west and the steamers all turned back and made haste for the harbor. The William Edwards and two had got in before the gale started and were followed in by the Escanaba. The schooner A. B. Norris sailed in, and the J. B. Merrill was towed in by the tug Champion. The Germania and four and M. Sicken and two barely got in and made fast to the piers, when the wind suddenly shifted to the north-east and blew a gale. At this moment the Lowell and six and R. C. Brittain and two were both nearing the main entrance, and a collision seemed almost unavoidable, when the Brittain sheered off and run for the river; the Lowell's tow broke up and the steamer barely got herself inside the pier; her tow, the Lilly May, St. Clair, Oliver Cromwell and William Young, came to anchor outside the pier. The Sea Gull and Magnet made on canvas and scudded for the river. The life saving crew started immediately to render any assistance they could, and found the Lilly May riding at anchor all right. They next went to the St. Clair and found her with both anchors down and captain and crew disposed to stay by the barge all night, in spite of the entreaties of Captain Plough to go ashore with them in the life boat. Captain Jones, of the St. Clair, still refused to desert his vessel, but agreed to show a torch if he needed any help. The life boat crew then left her, and after a long and tedious pull dead to windward in the teeth of the gale made the dock, thoroughly drenched and nearly exhausted. They had only been ashore a few moments when a torch was shown from the St. Clair when they immediately started back and got every soul aboard safely. By this time it was impossible for them to pull back to the harbor, and it was decided to run before it, as it would be almost suicidal to attempt to beach the boat in the darkness, so they squared away for Port Sanilac. The heavy seas came aboard several times during the night, and one carried away the rudder, and two surfmen had their hands full steering with oars. At daylight the rescued crew were almost perished and it was decided to attempt to land south of the dock at Port Sanilac. As they were rounding the dock a heavy sea struck the boat and she broached too and rolled down on her beam ends and threw all but three surfmen and two sailors out of the boat, which beached immediately. Captain Plough and the rest of the surfmen washed ashore, where willing hands were ready to give them all the assistance in their power. Captain C. H. Jones, Julia Greanreath, cook, Henry Anderson, George Mc Farlane and Louis Fertaw, sailors, were drowned and their bodies washed ashore a short distance below the village where they were found that afternoon and taken care of by the hospitable villagers. The day after the perilous night of the life saving crew was one of deep anxiety here. Nearly all of the crew have relatives here besides many friends, and nothing definite was known in regard to their fate until about Tuesday noon a telegram was received saying, "boat and crew all right but five sailors drowned." The general rejoicing was tempered by sadness when it was known that the genial Captain Jones was among the lost. The life boat towed up Wednesday behind the steamer Bruno, and the crew were warmly welcomed back by their friends and associates. The crew, consisting of Captain George W. Plough, John E. Tucker, Charles LeBow, Eugene Brown, Ed. Prescott, William Small, William Smith, Charles Ferris and Frank Ocha, are a resolute, determined set of men, full of pluck and endurance. They say they have never been out in such a nasty sea before, but would not quail if called on to go through the same experience again. There is a warm spot in their hearts for the people of Port Sanilac, who saw them coming ashore and anticipated their need, and met them with open arms and supplied them with everything they could possibly need. Without their assistance the whole crew would undoubtedly have perished in the surf.

A number of craft sheltered here during the last week. Among them being propellers William Chisholm, Montana, Winslow, Nyack, Anna Smith and one, Alpena and one, Belle Hanscomb, St. Lawrence and a host of small schooners wind bound.

The tug W. E. Quinby with a steam pump came in yesterday afternoon to relieve the schooner Racine. T.

SANDUSKY.

Special to the Marine Record.

The schooner Richard Winslow arrived here on the 3d inst with a cargo of ore from Ashland, Wis. The steamer May Durr got unloaded at 5 p. m. and left the schooner J. F. Card took her place with 480 tons of ore and was unloaded by noon Monday. The schooner Richard Winslow then took her place and can't say when she will be unloaded. This is the amount of work done on the east side of the dock with four rigs in five days. The steamer Hopkins and schooner John O'Neal has been on the south side, and the O'Neal will get her cargo out tonight, and they have not had a break down on the dock. They had thirteen rains of ore made up and no engines to pull them and the vessels having to wait. At the ordinary stage of water there is but fourteen feet on the outer bar. They can't unload but one vessel at a time on each of the docks, and there is no dependence to be place on what they tell you. They telegraphed R. F. Winslow they would unload the Richard Winslow Saturday night, and two vessels lying at the derricks, which would not be out before noon Monday. I hope this may be a warning to others that they may go somewhere else. JOHN CONNOR, Master of the schooner Richard Winslow.

The schooner John S. Richards, ore laden and lying at anchor in the bay here, was run into by the scow Lone Star and damaged to the extent of about $250. The Richards had her lights displayed, and there was no excuse whatever for the collision. Carpenters went aboard of her to repair the damage.

The barge Tim Baker, which went ashore at Pelee last week, is breaking up. She was lumber laden and bound for a lower lake port. Portions of the barge and her cargo were seen several miles below here yesterday.

PORT HURON.

The steambarge Gettysburg lost a large raft off Lexington. The schooner Nassau lost her jib-boom, mainsail, jibs, and topsails off White Rock, and came back to the river for shelter.

The barge Southampton with a cargo of hardwood lumber bound down in tow of the Canadian steambarge Scotia, broke loose when some thirty miles above Point-Aux-Barques. There was a tremendous sea, and the captain of the Scotia fears the Southampton has foundered. The tug Storm King went out to look for her. Part of the Gettysburgh raft drifted into the river Tuesbay morning and ran foul of the schooner McBrier, carrying away her stem. She will have to go into drydock for repairs.

As the Egyptian was leaving the dock Tuesday morning one of her fenders fouled against the rail of the John Craig. The hook broke, letting the fender strike John Craib, second engineer of the Craig, breaking his arm, collar bone and cutting his head very severely.

A peculiar phenomenon was seen by the members of the life saving crew last week. According to their accounts a furious whirlwind broke over the middle of the river channel, directly abreast of the station, and a water spout rose from the river to a height of thirty feet. A column of water shot up in the air like a huge geyser, and remained erect for the briefest part of a minute, and then collapsed with a thundering splash that sent waves clear over the docks in the vicinity. While it was rising, it seemed, to the astonished lookout in the perch on top of the station, that a vicious blast cut the top off it and carried it over his head to the lumber piles that tower above the slip just south of the station. He describes it as a sheet of water sailing through the air, and says he saw it when it splashed down on the lumber.

BENTON HARBOR.

The Detroit and Cleveland Steam Navigation Company, of Detroit, have just purchased a tract comprising nine acres of swamp property on the St. Joseph River, near Preston's mill, with a view to building dockage and warehouses for one of their steamers to ply between this port and Chicago. The steamer to be placed on this route is one of the campaign fleet of steel side-wheel steamers now plying between Detroit and ports in the Northern Peninsula. Work will be commenced immediately and everything will be in readiness for the new line at the opening of navigation in 1889. Representatives of the company have been here on several occasions during the past year, but their mission has not been made public until today. The company represents steamboat property to the value of $1,500,000.

BUFFALO.

Owing to low water the Missoula, ore laden, was aground in the bend of the river from 5 o'clock until 3 o'clock. The Wyoming also stuck several hours. John Rugee arrived Monday evening and at 10 o'clock was still on bottom.

A new tug for the Hand & Johnson line was launched at the Union shipyard Wednesday. Her length is 76 feet, beam 19 feet, hold 10 feet. Her engine is 21 by 22 and the boiler 14 by 7½ feet. She will be out in about a week.

The propeller Missoula spent most of the day on the bottom at the lower end of the creek. The change of the wind to the northwest released her by deepening the water.

The propeller A. P. Wright brought the schooner Sunrise down and will take her back to Chicago.

The bropeller Business is in Mill's drydock with a bent shoe. The propeller Rhoda Emily comes up from Ogdensburg to go into Mill's dock. She has been on the rocks and has a very bad bottom. Her planks were stove in while ascending the St. Lawrence ten miles below Alexandria Bay. Her steam pumps are just able to keep her free.

The propeller Birkhead and tow bring lumber from Manistique, and the Prentice and McBrier tows from Bay Mills to Tonawanda at 25 cents over Bay City rates.

Receipts are heavy in flour in spite of the flurry in the trade. The receipts reported for two days amount to 73,500 barrels and sacks.

The propeller Isaac May, sunk at Tober-Moray, is raised and repairing at Owen Sound.

Captain Gillus, who formerly held command of the propeller Idaho, has now taken command of the propeller Boston.

Captain Dissett of the propeller Boston has now taken command of the propeller Albany.

The schooner H. J. Mills has left the Hecla tow for the season. She goes to Prescott with her load of grain and will make some short trips on Lake Ontario between now and winter.

The managers of the Lake Carriers' Association met Wednesday afternoon. Captain W. Millen of Detroit presented regulations drawn up by General Poe for the St. Clair canal traffic, which, with a slight amendment, were indorsed. They will be printed for distribution. Captain Millen and Eber Ward were made a standing committee at Detroit to represent the association in case General Poe or other government officials should desire prompt advice on lake navigation. The subject of testing grain elevator scales and scales at Duluth, was discussed. The managers were of the opinion that a 4,500 pound scale could not be properly tested with 2.000 pound weights, as is the practice there. The secretary was ordered to continue correspondence with a view to do away with big shortages emanating from that port. Raft towing on the lakes was again taken up but nothing definite was done.

EAST TAWAS.

The Hopkins arrived on Monday. She reports sighting a small schooner in distress off Oscoda. The Hopkins made for the craft, which was quite a distance off to windward, but before she could render any assistance the schooner foundered in thirty-five feet of water. There was no boat put out by the schooner, and the captain of the Hopkins is of the belief that none was at hand, or had been lost before he sighted the distress signals. It was so thick that the name of the unfortunate could not be made out. From the size of the vessel, it is thought that her full complement of men could not have exceeded five, and these are undoubtedly lost. The wind was very heavy from the northeast.

Ice formed Monday night in sheltered places. A northwester prevailed.

RACINE.

About 12 o,clock Friday night the schooner Delos DeWolf, bound from Chicago to Buffalo, light, attempted to run into this port, but missed the horbor piers and struck the outer light on the north harbor pier, demolishing it completely. The vessel's bowsprit was carried away, and she drifted into the breakers on the north of the piers. Adchor was let go and the tug Sill and life saving crew went to her assistance. The Sill could not get near the craft, owing to the high sea. A rope was stretched over the north pier to the vessel and the tug succeeded in getting her into port after three hours' hard work. All her headgear was carried away and a large hole stove into her bow. She was otherwise badly damaged.

The scow Dreadnaught arrived here with her topmast gone, her jibboom carried away and the yawlboat crushed. Her bulwarks were stove in and she was leaking badly. Captain Blodgett and Bob Reardon were aboard and they were nearly exhausted from working the pump.

CHEBOYGVN.

The propeller Enterprise arrived here from Lake Michigan with the schooner Albatross. On entering the North Manitous Sunday morning she ran hard aground and could not be floated until nearly four thousand bushels of corn had been jettisoned, which was picked up by people in the vicinity. She suffered damage, but to what extent is not definitely known.

MARQUETTE.

Lake shipments of iron ore from the mines of the Lake Superior region for the week ending Wednesday last aggregrated 161,377 gross tons, against a total of 150,624 tons for the corresponding week in 1887. The mines are now but 129,127 tons behind their shipments of last year at the same stage of the season, and if the present rate of gain is maintained until the end of the current month the gap will be entirely closed up by the first of November. Of the quantity sent forward by water during the past week, 27,239 tons went from Marquette, 69,672 tons from Escanaba, 2,740 tons from St. Ignace, 41,241 tons from Ashland, Wis., and 20,485 tons from Two Harbors, Minn.

The Marquette Mining Journal says: From what it has done already this season it can be safely set down that the Norrie mines will achieve a larger output this year than any other mine in the Lake Superior country has thus far in a single season. It had sent to market by water up to Wednesday last a total of 307,917 tons of ore, in addition to quite an amount sent to furnaces by rail since the first of the year. The Norrie can safely put down for better than an output of four hundred thousand tons this year. The Gogebic range has a right to plume itself on the wonderful record this great mine is making as a producer.

KINGSTON.

The steamer Geneva has gone into winter quarters at Deseronto. The steambarge Khartoum is having a new wheel put on at the Portsmouth Marine railway. The steambarge Reliance was loaded with 4,500 ties, crossed to Oswego, discharged her cargo and returned to Deseronto, doing all the work in 24 hours. This beats all previous records.

PORT HOPE.

The lookout at Point Aux Barques life saving station sighted a small steambarge in distress seven miles out at six o'clock Monday morning. Captain Ferry and crew started out immediately but before reaching her the barge turned bottom up and her cabins, which rolled off, came ashore two miles above Port Hood The crew is supposed to have been taken off, as the yawl was floating right side up with very little water in it. Cork jacksts with the name "D. M. Foster" on them, and some paving blocks were passed through by the life boat, but no signs of any of the crew were found. The crew were picked up by the steamer Atlantic, Captain Edwards.

HOLLAND.

The barge R. N. Rice has gone to pieces four miles north of here. Her owner, Patrick O'Day of Buffalo, is here today. Only a small part of her cargo of lumber will be saved, and O'Day claims a criminal act on the part of the propeller Huron City, which was towing the Rice. Cabtain Stedman, of the Rice, makes affidavit that he tried to get the Huron City to tow him into Grand Haven when near there, on account of the Rice leaking, but he refused to do so, starting toward Chicago during the increasing storm and cut the Rice loose twenty miles from St Joseph in a heavy sea. It is claimed that the Huron City wanted to get rid of an unsatisfactory contract existing between the two boats. O'Day will sue for full value of the barge.

The small Canadian steambarge A. M. Foster coming down Lake Huron waterlogged and was deserted by her crew, who landed here. She drifted ashore near Point Aux Barques and went to pieces. The Foster was owned in Port Arthur and valued $2,000.

THE next great move of American capital will be toward shipping. The circumstances of the day may be against this view; but the experience of the past, with the probable requirements of the future must be considered, in addition to the conditions of the present, in order to form any safe opinion in regard to what fortunes are in store for so important an industry.—Maritime Register.

PILOT ISLAND.

It is reported that Captain J. P. Thrall still nurtures a hope of releasing the schooner Riverside from Pilot Island. He has been at work upon her for some time past with jack screws and launching ways. With these appliances he had recently moved her seventy feet, and was close to deep water, when bad weather set in and made it necessary to begin over again. The seas swept her off the ways and drove her upon the reef farther than ever. At last accounts Captain Thrall again had ways under the craft and with a force of ten men was engaged in jacking her lakeward. A few days of fair weather may enable him to accomplish his object.

LAKE FREIGHTS.

Transactions in lake freights were very few yesterday, hardly sufficient to indicate going rates. Ore rates are, however, quoted at $1.25 for loads from Escanaba, $1.50 from Marquette, and $1 65 Ashland or Two Harbors.

The steamer W. R. Stafford and schooners Maria, Martin, Oneonto, and C. G. King are all engaged for lumber cargoes, Menominee to Buffalo

BUFFALO, N. Y., October 10.—Coal freights steady. Charters, Alcona, Alta, Eddy, Shaw, Susan E Peck, Schuylkill, Chicago, $1.00; Queen of the West, Moonlight, Milwaukee, 90c; Wallula, Spokane, Sitka, Duluth, on contract; W. H. Gratwick, Ahira Cobb, Superior, 60c.

Canal freights better. Wheat closed 3¾c, corn 3⅜c, to New York.

CHICAGO, October, 10.—The Buffalo rate on corn was put down to 2¼c by agents yesterday, and a liberal business was done by shippers. Engagements aggregated 564,000 bushels.

DETROIT, MICH., October 10.—Grain freights continue steady at 2¼c wheat to Buffalo and 1½ to Cleveland, with fairly liberal shipments. Charters yesterday: Schooners Sage, Finney, and Watertown, wheat to Buffalo, 2¼c; Lehigh, wheat to Cleveland, 1½c.

EAST SAGINAW, MICH., October 10—Another advance in lumber freights is reported tonight, and now quoted: Bay City to Buffalo and Tonawanda, $3, to Ohio ports, $2.50.

TOLEDO, O., October 10—Charters: Schooner American, wheat to Oswego at 4½c; George W. Davis, wheat to Buffalo at 2½c.

Canal freights ruled to boats at 3¾ and 3⅞ cents respectively on wheat and corn to New York, though the grain did not pay quite the full amount.

Wrecking & Lightering

—AT—

Reduced Prices.

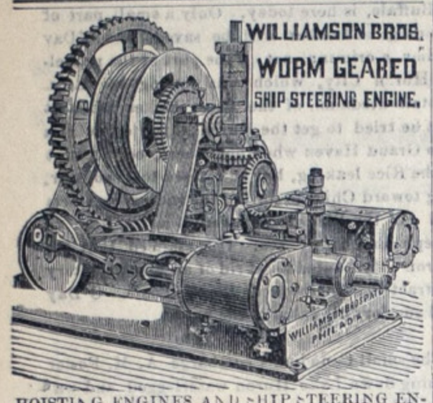
The Steambarge Mary Pringle, with steam pumps, steam hoister, and complete wrecking outfit, will be kept at S. B. Grummond's dock, foot of 1st street, the balance of the season, ready at a moment's notice, day or night.

S. B. Grummond, Owner.

First-class Merchant Tailoring.

Done in the nobbiest style, according to monthly new fashion plates; made by none but first-class mechanics and none delivered unless to the entire taste of the Customer, can be procured by *Jos. L. Kohn*, practical sailor and cutter at the tailoring department of *Kohn & Co.*, 213 Detroit street, second door from corner Pearl known as Boston Dry Goods Store, Cleveland, O.

In the rear of the above Store a fine stock of the latest patterns of *Cassimeres, Clothe, Over Goatings, Silk Vestings*, can be found and owing to the fact, that this young genius of a garment cutter Mr. Jos. L. Kohn does his own cutting, (which alone saves $30 per week) and has the appartment in the above Store free of any expense it enables him to Save the Customers from $6 to $10 on every Suit of Clothes. Convince yourself by calling at 213 Detroit street, second door from corner Pearl known as Boston Dry Goods Store of KOHN & CO., Cleveland, O.



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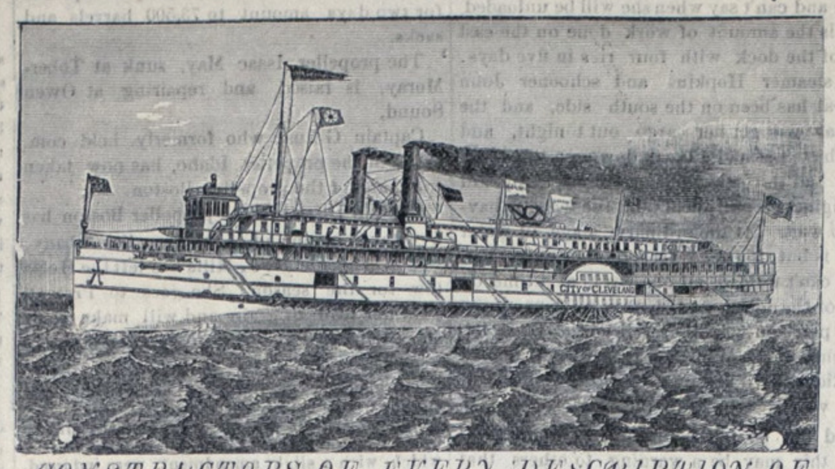

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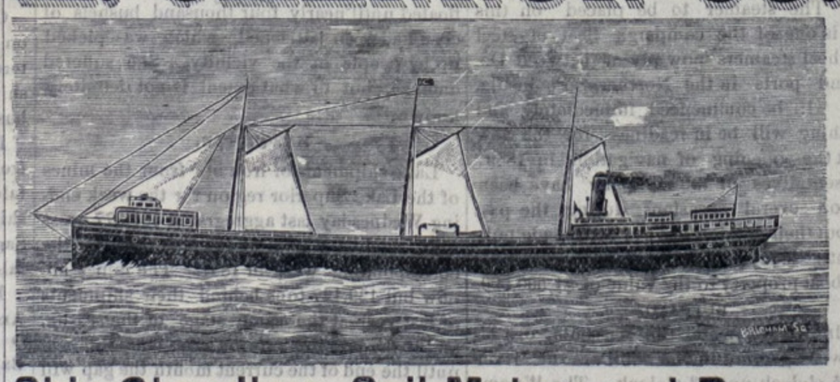

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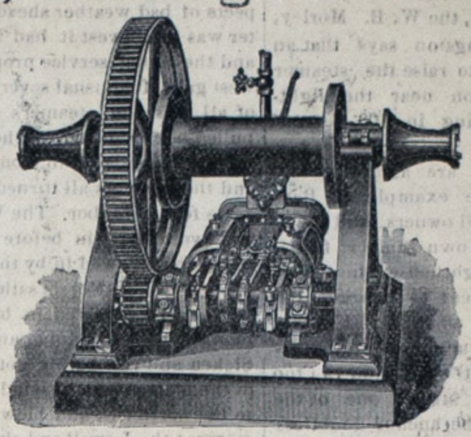

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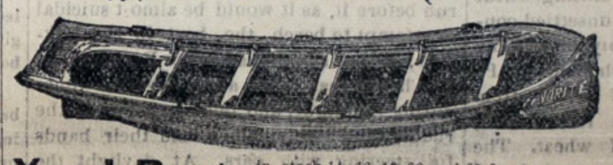

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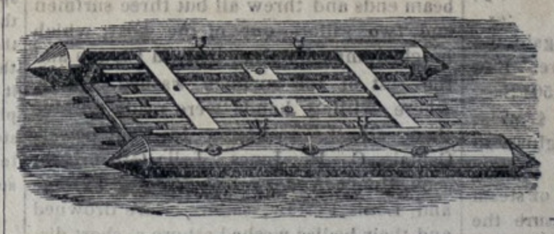

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Commencing Monday July 13, 1888. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No. 6 N. Y. & Boston Ex	*1 35 A M	*1 40 A M
No 8, N. Y. B & A Express	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation	†7 45 A M	
No 10, Toledo Ac'm via Sandusky	†11 05 A M	
No 10, Toledo Accom via Norwark	†11 05 A M	
No. 24, Buffalo Accommodation		† 7 00 A M
No. 10, New York & Boston, "Flyer"		*11 50 A M
No 12, N Y & B Fast Express	*2 35 P M	3* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	
Westward.	**Arrive.**	**Depart.**
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	25 30 A M	5 45 A M
No 25, Mich Accom Norwalk		†5 45 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 55 P M	*7 15 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 9:20 a. m and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 50 A M.; arrive Grand Central depot, New York, 7.30 a. m.

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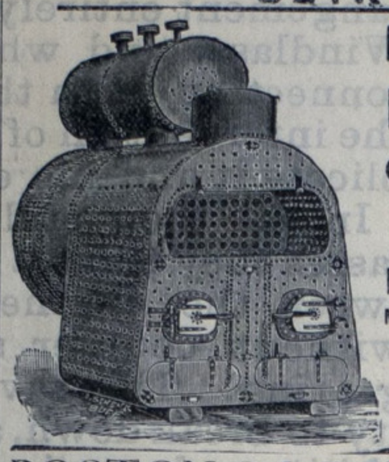
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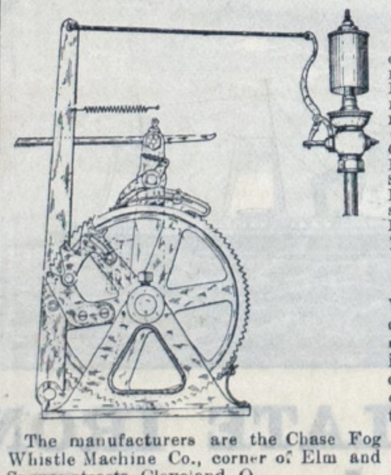
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This machine has been placed on the following steamboats during the past year: SPOKANE, WALLULA, KASOTA, CHARLEMAGNE TOWER, JR, YAKIMA, MISSOULA, SITKA, FAYETTE BROWN, R. J. HACKETT, FOREST CITY, SPARTA, HAVANA, VIENNA, OSCAR TOWNSEND, CITY OF CLEVELAND HENRY CHISHOLM, SUPERIOR, E. B. HALE, M. B. GROVER, J. S FAY, R. P. SCANNEY, SMITH MOORE, CHARLES J SHEFFIELD, IRA H. OWEN, CAMBRIA, CORSICA, J. H. OUTHWAITE, SAMUEL MATHER, R. R. RHODES, COLUMBIA, AURORA, OHIO, WM. EDWARDS, S. E. SHELDON, AUSTRALASIA, RALEIGH, BULGARIA, ROUMANIA, J. F. EDDY, HIAWATHA, THOS. ADAMS, A. P. WRIGHT, GRADSTONE, E. P. WILBUR, SOO CITY, E. M. PECK, ROBERT L. FREYER AND NORTHERN LIGHT,

To the President and Board of Supervising Inspectors of Steam Vessels:

Your committee to which was referred the 'Chase Fog Whistle Machine" beg leave to report: "That we have carefully examined the same and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and would recommend it or similar device to owners of steam vessels as an additional safeguard to navigation.

H. S. LUBBOCK,
GEO. H. STARBUCK, } Committee.
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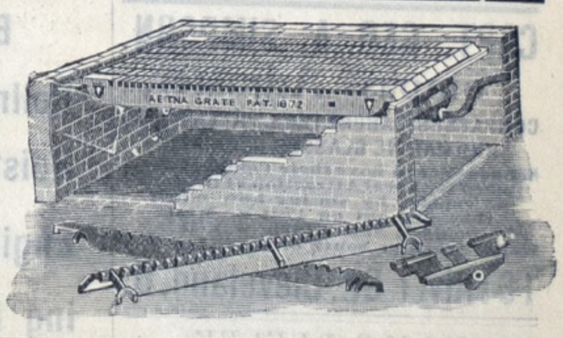

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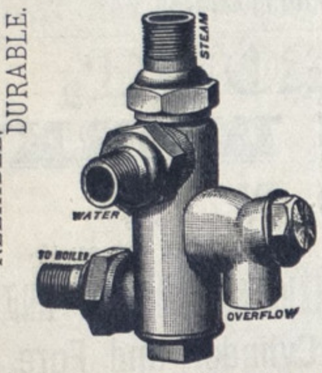

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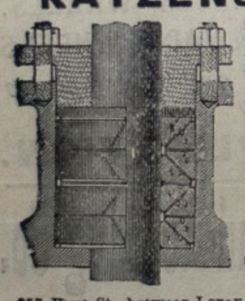

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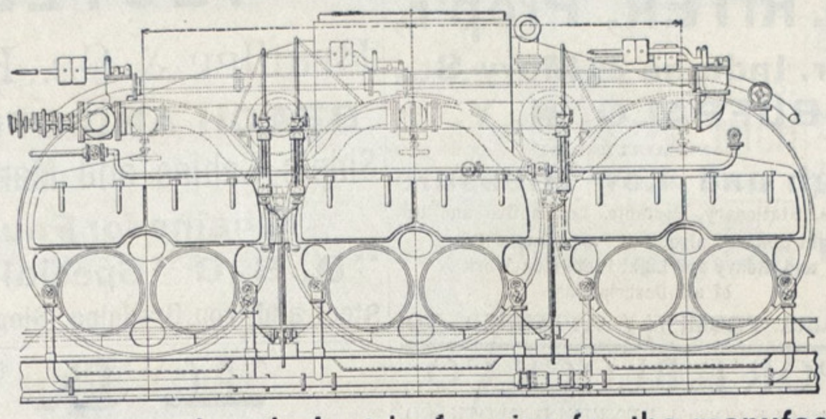

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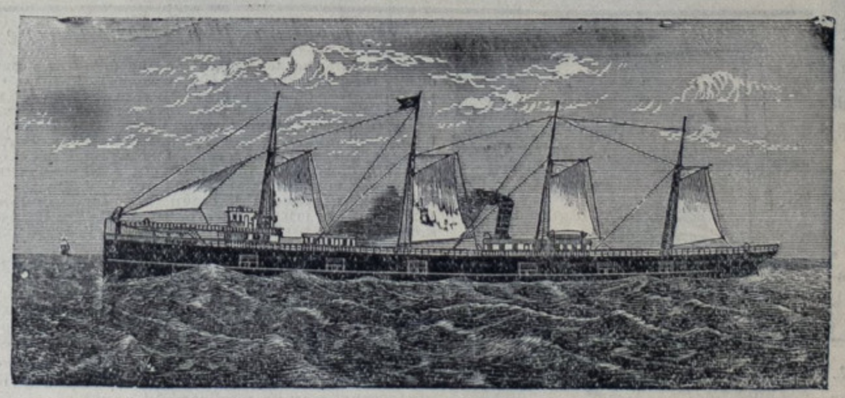

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